

ABSTRACT OF THE DISCLOSURE

An airliner hijacking prevention system has three complementary aspects. One of these aspects is that a double-door "single person checkroom" provides the only passage to the cockpit. In this closed one-person-only checkroom, a series of checks are made before access is gained to the cockpit. Another aspect is that a closed circuit television and communication system is used. It is hidden, free from the control of the aircrew, and provided with an independent power supply. This system provides information about what is going on in the cockpit and cabin. The third aspect is the use of a hidden flight Trajectory Calibrator, also free from the control of the aircrew and provided with independent power supply. It transfers messages between the airliner and the ground-monitoring center through a relay satellite or special frequency band. The ground monitoring center must comply with state laws and a transnational overall management and monitoring center must be established to bring any off-course airliner into automatic flight through the Trajectory Calibrator or bring back the airliner to the airport through remote control.